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A Mobile Laboratory for UHF and VHF Television Surveys

by
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and
L. C. MUNN

BRITISH BROADCASTING CORPORATION

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UHF AND VHF TELEVISION SURVEYS

by
E. W. Taylor, M.A.
and
L. C. Munn

*It is regretted that Mr L. C. Munn died between the
preparation and the publication of this monograph*

FEBRUARY 1961

BRITISH BROADCASTING CORPORATION

FOREWORD

THIS is one of a series of Engineering Monographs published by the British Broadcasting Corporation. About six are produced every year, each dealing with a technical subject within the field of television and sound broadcasting. Each Monograph describes work that has been done by the Engineering Division of the BBC and includes, where appropriate, a survey of earlier work on the same subject. From time to time the series may include selected reprints of articles by BBC authors that have appeared in technical journals. Papers dealing with general engineering developments in broadcasting may also be included occasionally.

This series should be of interest and value to engineers engaged in the fields of broadcasting and of telecommunications generally.

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PREVIOUS ISSUES IN THIS SERIES

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1.	<i>The Suppressed Frame System of Telerecording</i>	JUNE 1955
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3.	<i>The Visibility of Noise in Television</i>	OCTOBER 1955
4.	<i>The Design of a Ribbon Type Pressure-gradient Microphone for Broadcast Transmission</i>	DECEMBER 1955
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6.	<i>A V.H.F./U.H.F. Field-strength Recording Receiver using Post-detector Selectivity</i>	APRIL 1956
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10.	<i>An Automatic System for Synchronizing Sound on Quarter-inch Magnetic Tape with Action on 35-mm Cinematograph Film</i>	JANUARY 1957
11.	<i>Engineering Training in the BBC</i>	MARCH 1957
12.	<i>An Improved 'Roving Eye'</i>	APRIL 1957
13.	<i>The BBC Riverside Television Studios: The Architectural Aspects</i>	JULY 1957
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24.	<i>The Measurement of Random Noise in the presence of a Television Signal</i>	MARCH 1959
25.	<i>A Quality-Checking Receiver for V.H.F. F.M. Sound Broadcasting</i>	JUNE 1959
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27.	<i>The Equipment of the BBC Television Film Studios at Ealing</i>	JANUARY 1960
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30.	<i>Film Processing and After-processing Treatment of 16-mm Films</i>	MAY 1960
31.	<i>The Power Gain of Multi-Tiered V.H.F. Transmitting Aerials</i>	JULY 1960
32.	<i>A New Survey of the BBC Experimental Colour Transmissions</i>	OCTOBER 1960
33.	<i>Sensitometric Control in Film Making</i>	DECEMBER 1960



Fig. 1 — The mobile laboratory equipped for the Series B tests

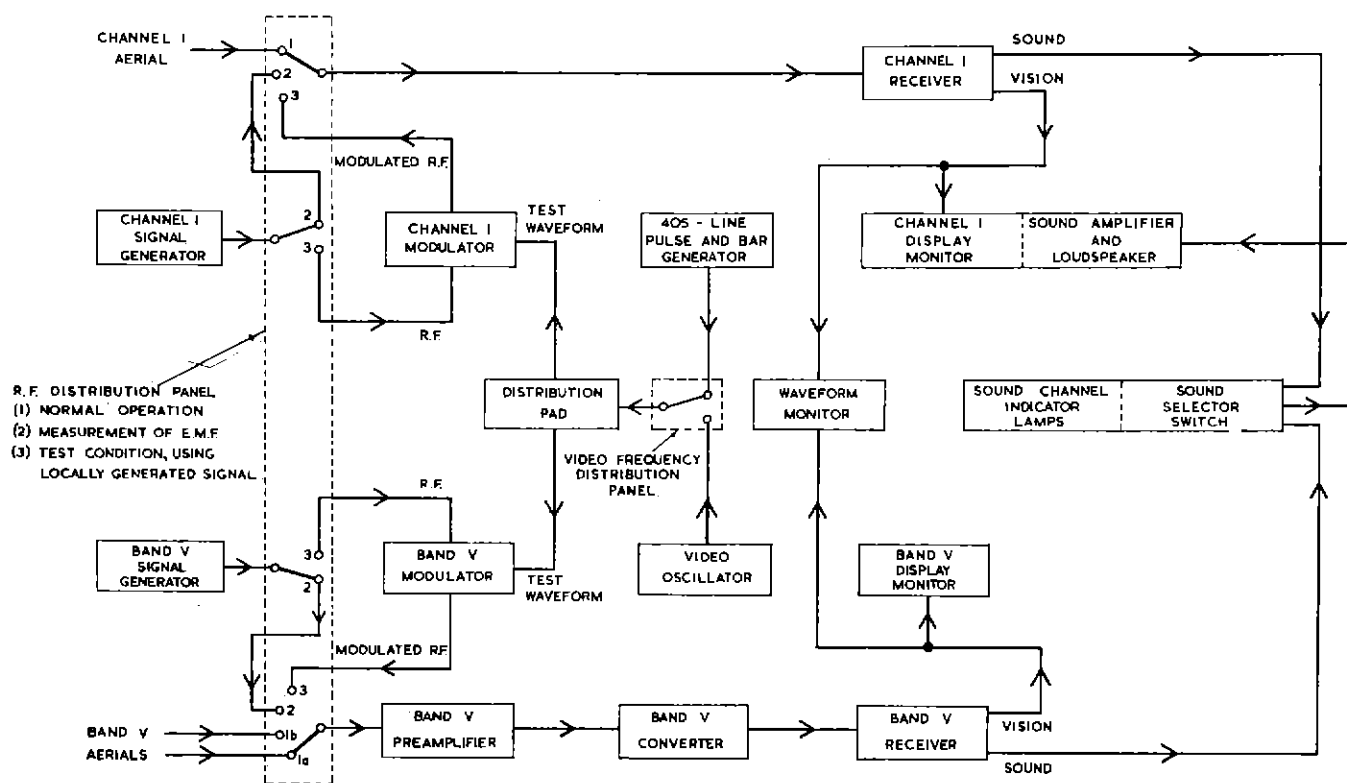


Fig. 2 — Block schematic of equipment used for the Series A tests

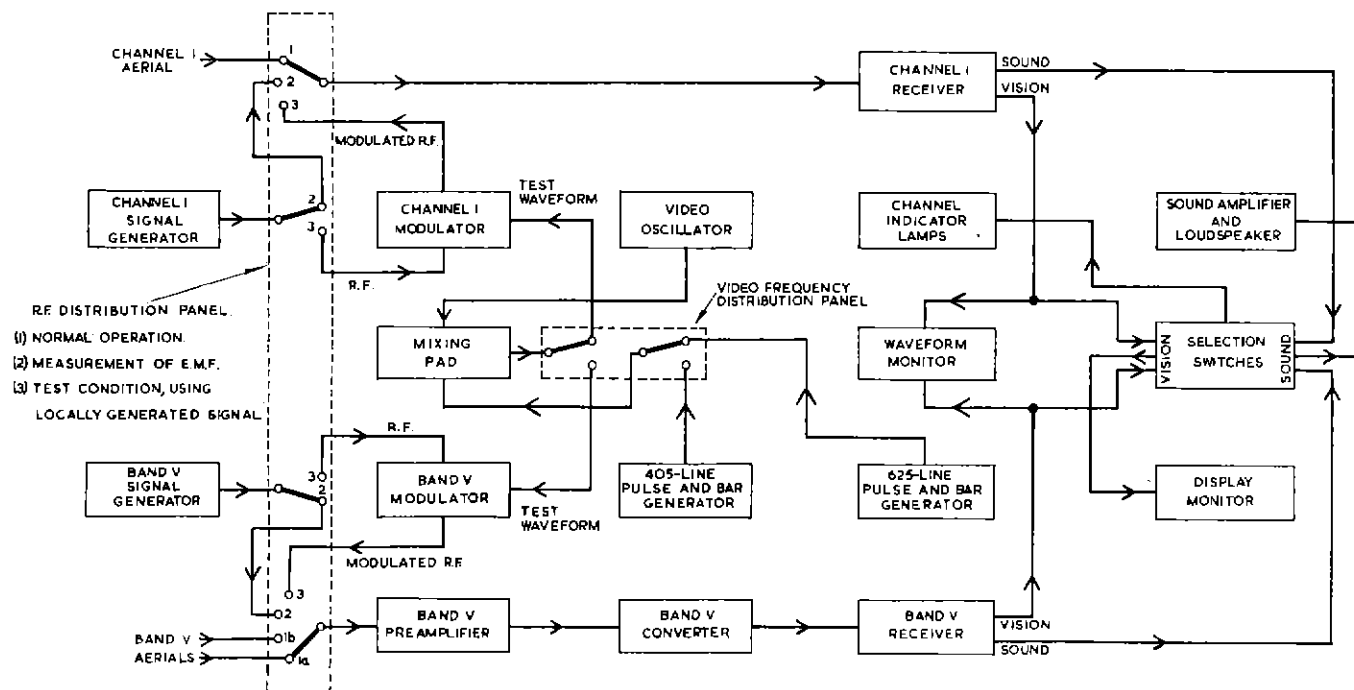


Fig. 3 — Block schematic of equipment used for the Series B tests

In both the above diagrams the interconnections normally used on the distribution panels are represented as switches; other connections were available if required

avoiding any danger of breakthrough due to the use of a common intermediate-frequency amplifier.

4.2 *Band V Aerials*

During the survey a very large range of field strengths was encountered and three aerials of different gains were therefore carried. The aerials were all based on a Yagi array consisting of four directors, a folded dipole, and a wire-mesh reflector. Assemblies comprising one array (Fig. 4(a)), two arrays (Fig. 4(b)), and four arrays (Fig. 4(c)) provided aerials with low, medium, and high gains respectively. The aerial chosen for use at a particular site (during the Series A tests) was the least complicated array that would produce a satisfactory picture. Usually the choice was influenced by the necessity of having sufficient aerial gain to provide an adequate input to the receiving chain and so ensure a good signal-to-noise ratio, but sometimes an aerial of higher gain than was necessitated by this consideration had to be used to reduce unwanted echoes. For the Series B tests the aerial used at each site was the same as had been previously used for the Series A tests, in order to make the two series of tests more directly comparable.

Throughout the main series of tests the aerials used unbalanced feeders directly connected to the folded dipole. Some tests were carried out to compare these aerials with others which were identical in all respects except that a balance-to-unbalance transformer was interposed between the dipole and the feeders: it was found that, provided the aerial impedance approximately matched the feeder, no advantage resulted from the use of the transformer. Other tests were made to compare the performances of aerials of differing gain, and, in addition, a dipole was constructed and used to help in estimating the advantage of the greater directivity of the Yagi array.

4.3 *Band V Receiving Chain*

Two stages of frequency conversion were used before detection of the vision signal, a converter being used to produce the first intermediate frequency of 64.75 Mc/s (vision carrier) which, in the Series A tests, was fed to a standard rebroadcast receiver (BBC type TV/Rec/3A)* tuned to this frequency. Tuning was accomplished by varying the frequency of the local oscillator in the converter until minimum breakthrough of the sound carrier on the video waveform occurred; the tuned circuits comprising the sound traps in the receiver were thus used as the frequency standard, and periodic checks were made to ensure that the video response was correct when this tuning procedure had been carried out.

The converter was a commercial model of American manufacture which had been modified to make the local oscillator frequency lower than that of the incoming signal, in order to preserve the relative positions of the sound and vision carriers and make the signal suitable for feeding into a standard receiver. This modification resulted in a pronounced frequency drift during the warming-up period, and stable conditions were not achieved until about half an hour after switching on. With the converter fed directly from the aerial, the noise factor was 19 dB. This was later improved to 13 dB by inserting a low-noise u.h.f. pre-amplifier between the aerial and the converter.

For the Series B tests the 405-line rebroadcast receiver was replaced by one designed, by the Receiver Section of Research Department, to accept the 625-line signal, and the pre-amplifier was adjusted to accommodate the new

frequency spectrum; apart from this, the basic construction of the chain was unaltered and the noise factor was maintained at 13 dB. A tuning meter was incorporated in the discriminator of the sound channel and this proved to be a useful supplement to the method of tuning already described.

The output of each of the receiving chains was a composite video signal: Figs. 5 and 6 show the overall modulation/frequency characteristics of the two chains.

In regions of high field strength the output from the converter was sufficiently great to overload the receiver, causing interference patterns and 'sound-on-vision' effects, and attenuators were therefore used between converter and receiver in order to reduce the signal to a reasonable level. During the Series A tests it was thought that overloading was taking place in the u.h.f. pre-amplifier as well as in the receiver, and an attenuator was sometimes inserted between it and the aerial to prevent this; however, further tests made while re-equipping the vehicle for the Series B trials proved that the pre-amplifier could tolerate a high input signal before overloading took place, and, for this second series, therefore, an attenuator was rarely used in this position.

Although both receivers were provided with the facility for automatic gain control, this was not used when making the subjective assessment of picture quality, because it would have masked the presence of fading and flutter. It was sometimes used when making the objective measurements, which could be made more accurately with a stable waveform.

4.4 *Channel 1 Equipment*

Owing to the very much larger size of the Channel 1 aerials, it was not possible to carry an elaborate array for use in areas of low field strength and all measurements were made with a commercial 'H' aerial having a quarter-wave spacing between the elements. The 'driven' element was connected by a length of vertical balanced cable to a balance-to-unbalance transformer mounted at the point of entry of the feeder into the vehicle, and a length of unbalanced cable led from this to another standard 405-line rebroadcast receiver. Tuning was carried out by the method already described, the local oscillator frequency of the receiver being varied in this case. The noise factor of the receiver was 9 dB.

In regions of high field strength, overloading of the receiver occurred and this was prevented, as in the Band V chain, by inserting attenuators between the aerial and the receiver input. The automatic gain control facility was used, as mentioned before, only when making objective measurements of a signal of fluctuating amplitude.

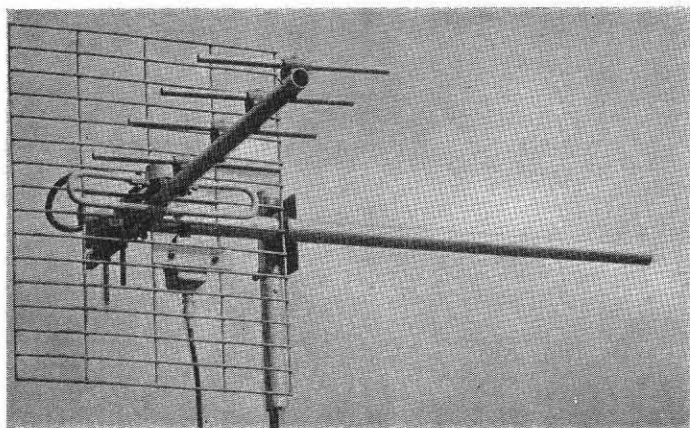
Figs. 7 and 8 show the overall modulation/frequency characteristics of the 405-line receivers used for the Series A and Series B tests respectively.

4.5 *Picture Monitors and Sound Channel*

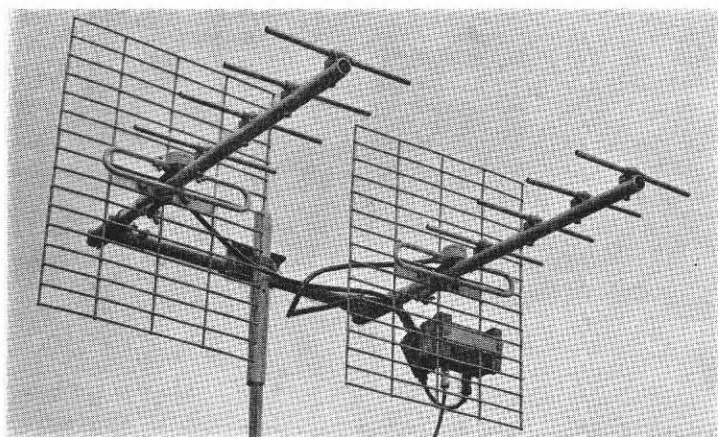
In the Series A tests the video outputs from the two receiving chains were fed to two picture monitors, so that the pictures could be compared easily. These monitors were 21-in. (53-cm) domestic receivers adapted to accept a video input signal. The sound output from either receiving chain could be switched into the a.f. amplifier of one of them, the chain in use being shown by indicating lamps.

In the Series B trials one 21-in. (53-cm) 'variable standards' monitor was used, which automatically displayed the

(a) Low gain



(b) Medium gain



(c) high gain

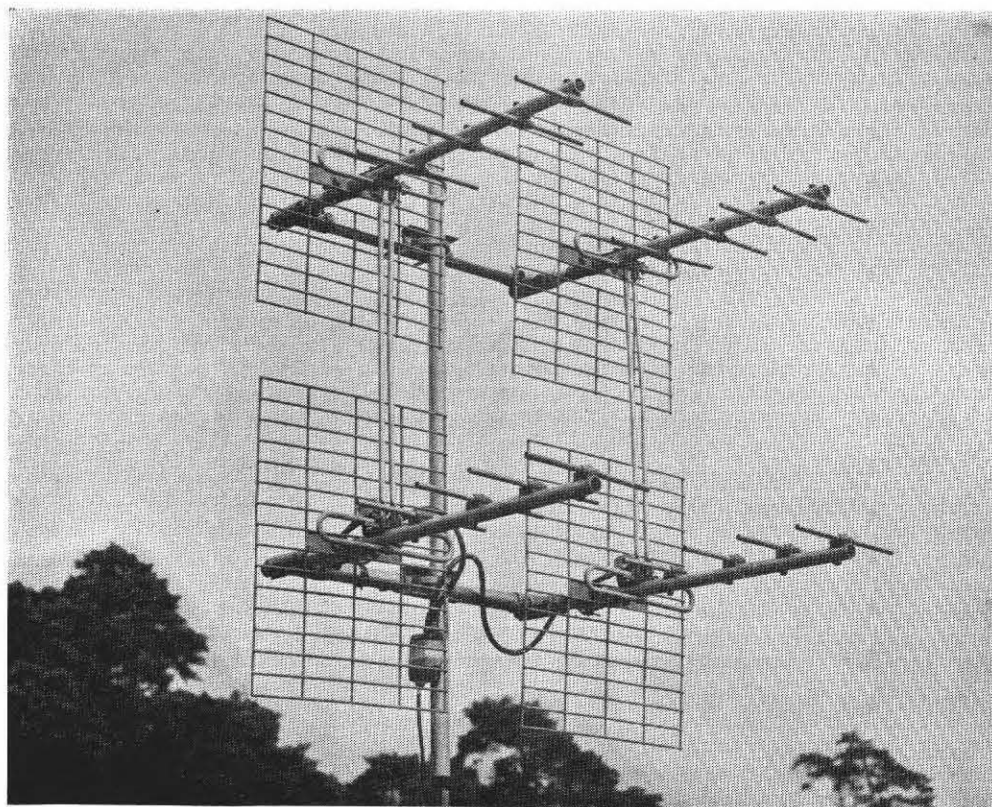


Fig. 4 — Band V aerials

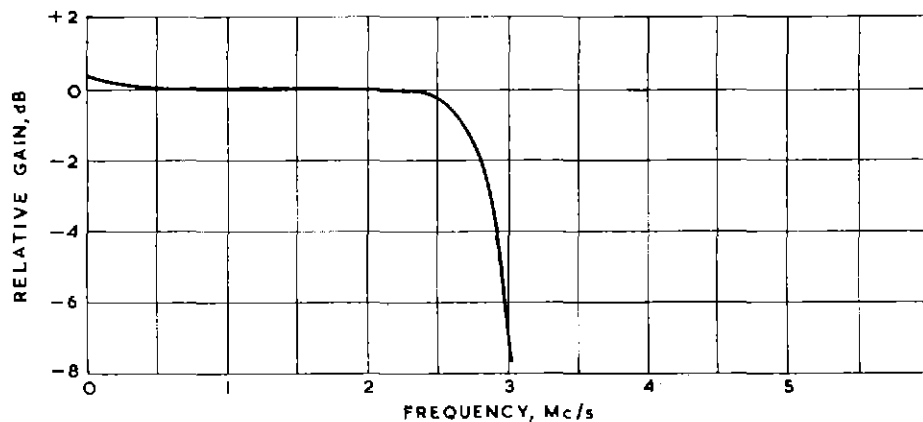


Fig. 5 — Overall modulation/frequency characteristic of Band V receiving chain—Series A tests

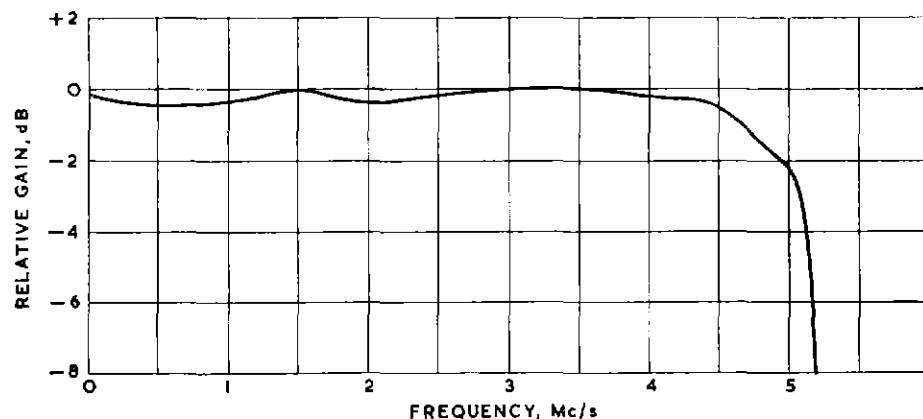


Fig. 6 — Overall modulation/frequency characteristic of Band V receiving chain—Series B tests

picture of the appropriate standard when fed with a video signal of that standard, and in this case both video and audio outputs from the receiving chains were switched. Care was taken in the switching circuit to keep the crosstalk between the wanted and unwanted video signals as low as possible (the ratio of wanted to unwanted signal was 60 dB at 5 Mc/s) and the circuit was tested with a 625-line '2T pulse-and-bar' waveform and found to introduce no degradation of this signal.

4.6 Waveform Monitor

The video waveform was observed on a wideband waveform monitor, the two inputs of which were connected to the video feeds from the receiving chains. At first, distribution amplifiers (which gave four identical outputs from one input signal) were placed after the receivers, one feed being supplied to the display monitors and one to the waveform monitor, but these were found to be unreliable for mobile use and were removed, and for the rest of the Series A tests the waveform monitor was supplied through a short length of unterminated cable. Although this gave no visible distortion of the 405-line 'pulse-and bar' waveform it was eliminated in the Series B tests by 'bridging' the waveform monitor across the video feeds to the display monitor, using coaxial T-junctions at the input sockets of the waveform monitor.

It was found that at sites where the field strengths were relatively low, the Band I signal was usually less noisy than the Band V signal, and in the Series A tests the waveform

monitor was triggered at all times from the Band I signal; this could be done because the two transmitted signals were always derived from the same picture source. In the Series B tests this was no longer possible because of the different line scan frequencies.

4.7 Test Facilities

The inclusion of test facilities as part of the permanent equipment of the vehicle provided a method of immediately determining whether any abnormality in the observed signal was due to reception conditions or an equipment fault. For the Series A tests video-frequency signals could be derived from either a video oscillator or a 'pulse-and-bar' generator, and these could be fed into modulators (one for each channel) which were supplied with carriers from signal generators; the double-sideband modulated carriers from the modulators could then be used for checking the receiving-chain performance. In making this test a 'sound carrier', which facilitated the tuning of the receiver, was generated by modulating the carrier obtained from the signal generator with a sine wave having a frequency equal to the difference between the sound and vision carrier frequencies; the 'pulse-and-bar' test signal was then substituted and the demodulated output observed on the waveform monitor.

For the Series B tests both 405-line and 625-line 'pulse-and-bar' generators were carried; arrangements were also made for mixing the 'pulse-and-bar' signal with the output from the video oscillator, so that the 'sound carrier' could

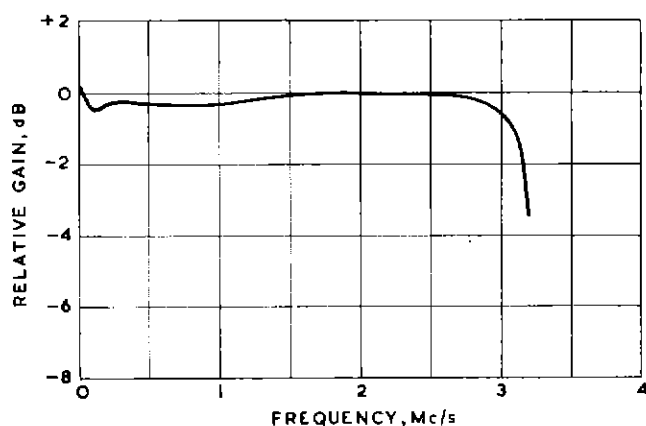


Fig. 7 — Overall modulation/frequency characteristic of Channel 1 receiver—Series A tests

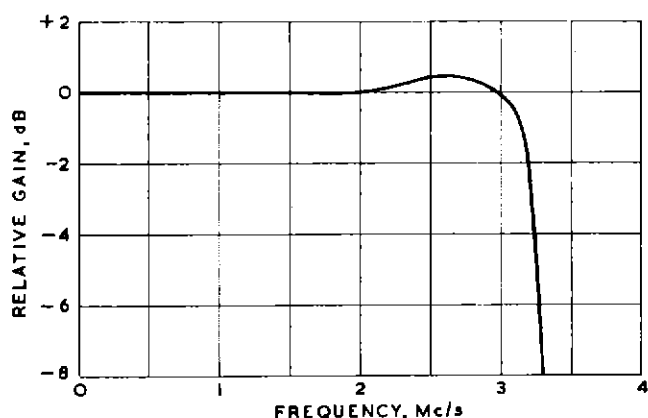


Fig. 8 — Overall modulation/frequency characteristic of Channel 1 receiver—Series B tests

be generated and used for checking the receiver tuning while measurements were in progress.

The signal generators were also used to provide a reference voltage when measuring the e.m.f. of the incoming signal.

4.8 A.C. Power Supply

All the equipment required a 240-V a.c. supply, which was obtained from the motor-driven alternator towed by the vehicle. This source of power gave rise to some effects which were not present when the equipment was operated from the normal mains supply; the principal defects were as follows:

- (a) The waveform from the alternator contained a pronounced $12\frac{1}{2}$ c/s component which was not completely removed by the smoothing circuits in some of the h.t. power units. The effect of this was particularly noticeable on the display monitors because it caused modulation of the line and field scan amplitudes, and steps had to be taken to remove this component from the supplies to these circuits.
- (b) The frequency of the alternator was not locked to the field synchronizing pulses of the received signal, and any 'hum-bar' effect or scan displacement due to stray magnetic fields was made much more visible

by its movement up or down the picture. Steps were taken to reduce these effects as far as possible, and it was found that they did not degrade the picture quality, provided that the alternator frequency did not depart too greatly from that of the field synchronizing pulses.

- (c) At the beginning of the tests a petrol-driven alternator giving $3\frac{1}{2}$ kVA output was used: this output was only just sufficient to operate the normal survey equipment and any additional load (e.g. the test equipment) caused a large drop in voltage and frequency. The voltage change could normally be compensated by the stabilizer, but the large frequency drop caused the effects noted in the previous paragraph to become obvious. A 6-kVA diesel-driven alternator with better voltage- and frequency-stability was therefore substituted.
- (d) The ignition system of the petrol-driven alternator was well screened, but interference from this source was experienced in areas of low field strength, and it had to be moved some distance from the vehicle; this precaution was, of course, not necessary when the diesel alternator was in use.

5. The Mobile Laboratory as an Operational Unit

5.1 General

It has already been stated that the number of sites visited during the Series A tests was required to be at least 400 in order to give statistical validity to the results. During the Series B tests, it was necessary to revisit all the sites previously assessed during the Series A tests, although the duration of the Series B tests was less than half that of the first series. To meet this requirement, the arrangement of the equipment and the method of operating it were considered in some detail in order to secure the maximum operational efficiency.

The basic operations involved when testing a site were as follows:

- (a) Raising and lowering the aerials and orienting them correctly.
- (b) Carrying out the tests described in Section 2.

The operational methods of the Series B tests will be described and the improvements over the Series A methods discussed.

5.2 Masts and Aerials

During the Series A tests the sectional mast which carried the Channel 1 aerial was raised and lowered at each site, and considerable time was taken up in assembling the mast and aerial before the test and subsequently dismantling it. The use of two masts was adopted initially to prevent coupling between the Channel 1 and Band V aerials, but later tests showed that mounting the two aerials on the same mast had a negligible effect on their performance. During the Series B tests, both aerials were mounted on the pneumatically controlled mast. The Channel 1 aerial was so mounted that its element could rotate from a horizontal to a vertical position about an axis formed by the cross-member of the aerial assembly. When the mast was lowered a system of springs retained the aerial elements in a horizontal position. The weight of the feeder to the aerial was arranged to exert a couple in opposition to this spring system: as the mast was raised, the free length of

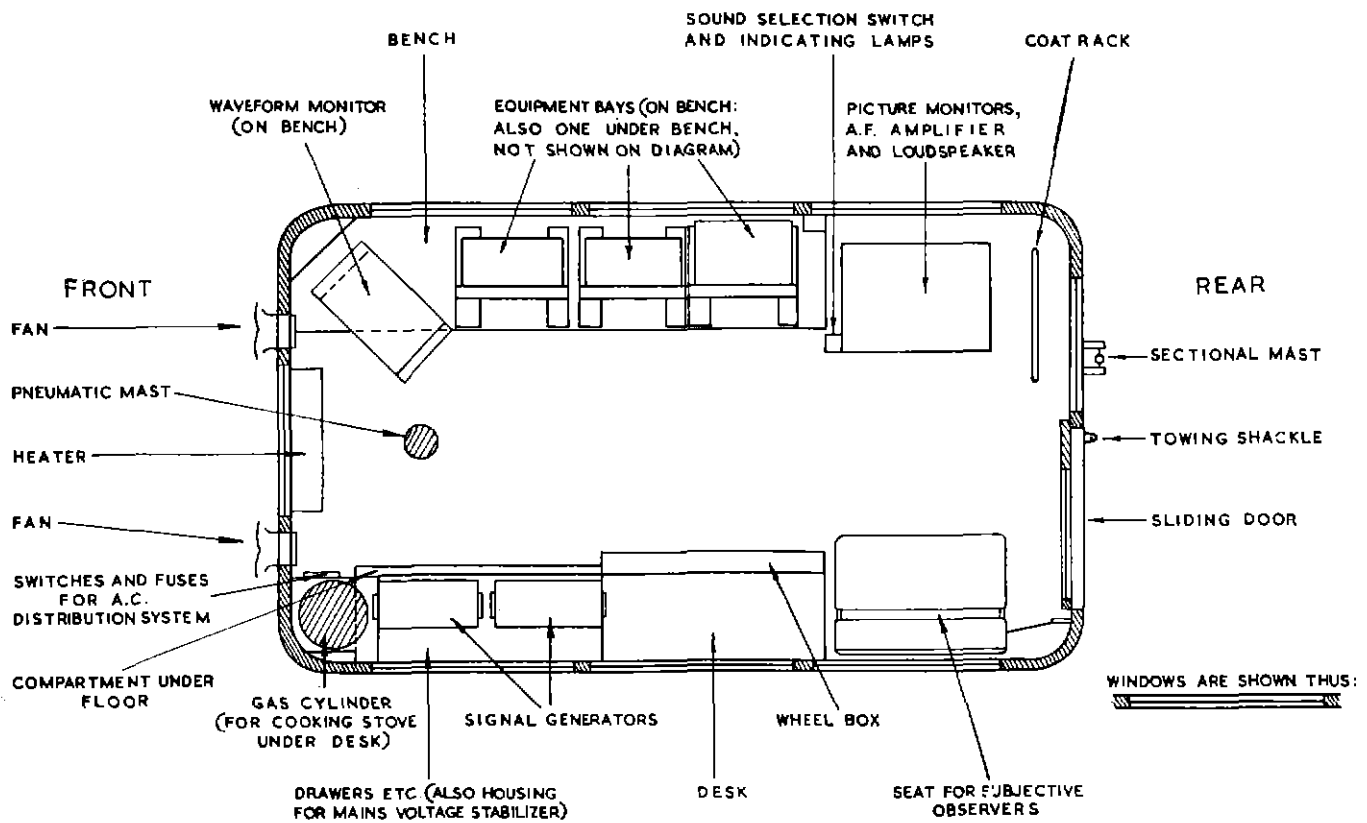


Fig. 9 — Plan of the mobile laboratory equipped for the Series A tests

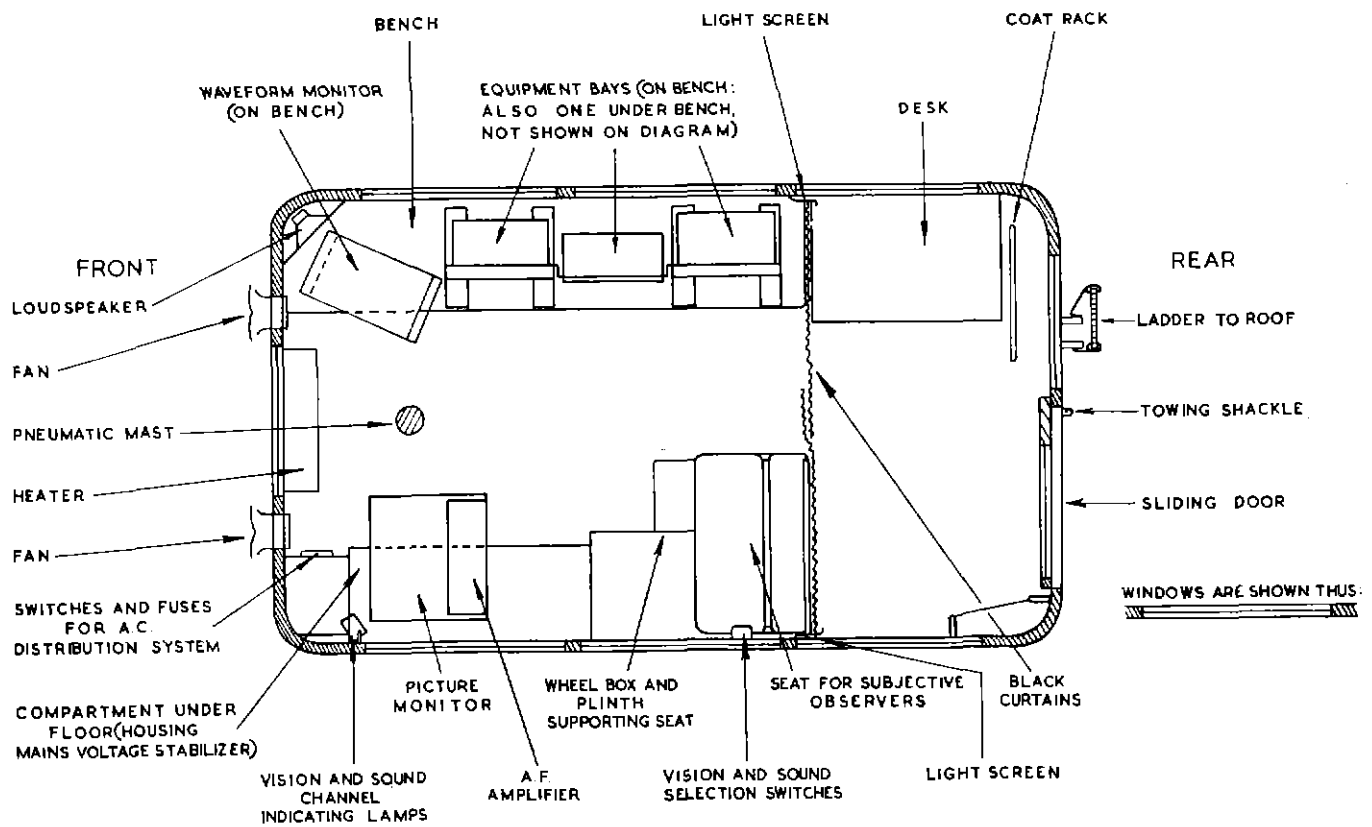


Fig. 10 — Plan of the mobile laboratory equipped for the Series B tests

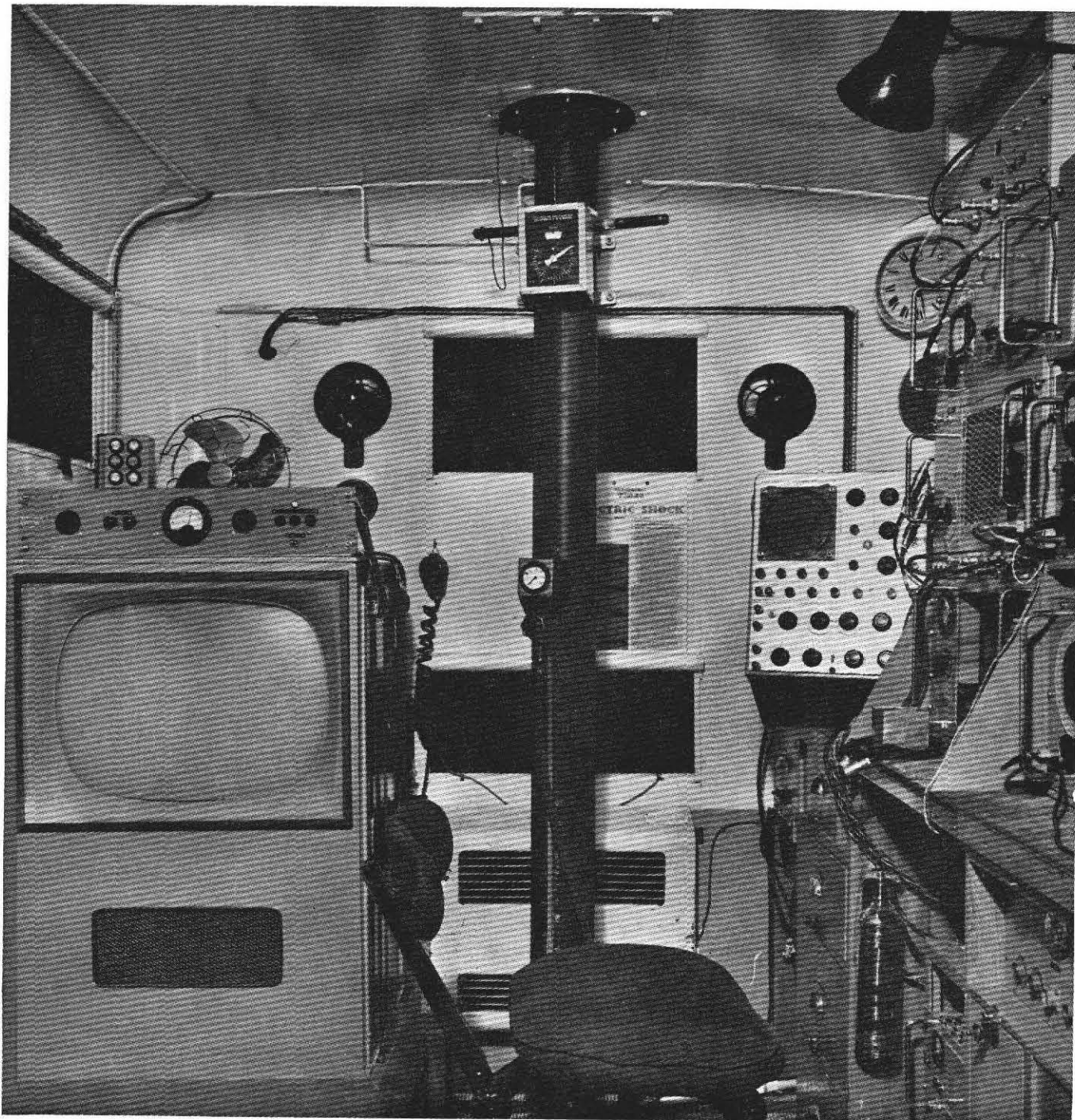


Fig. 11 — Mobile laboratory—view looking forward, showing picture monitor (left), pneumatic mast (centre), and waveform monitor (right) as arranged for Series B tests

cable increased and the couple became greater until it overcame the spring system and rotated the aerial into its vertical operating position. This was arranged to occur as the full operating height was reached.

Because the elements of the Channel 1 aerial overhung the roof of the vehicle when in the travelling position, they were clipped to wooden supports to prevent damage, and were further protected from branches of trees by angles

members; these can be seen projecting over the driver's cab in Fig. 1.

The Band V aerial, which was mounted rigidly on the pneumatic mast, could safely be left on its mounting while travelling and, because the aerial cables could be secured from ground level, access to the roof was required only when the array required attention: the number of times that this was required was reduced by testing groups of

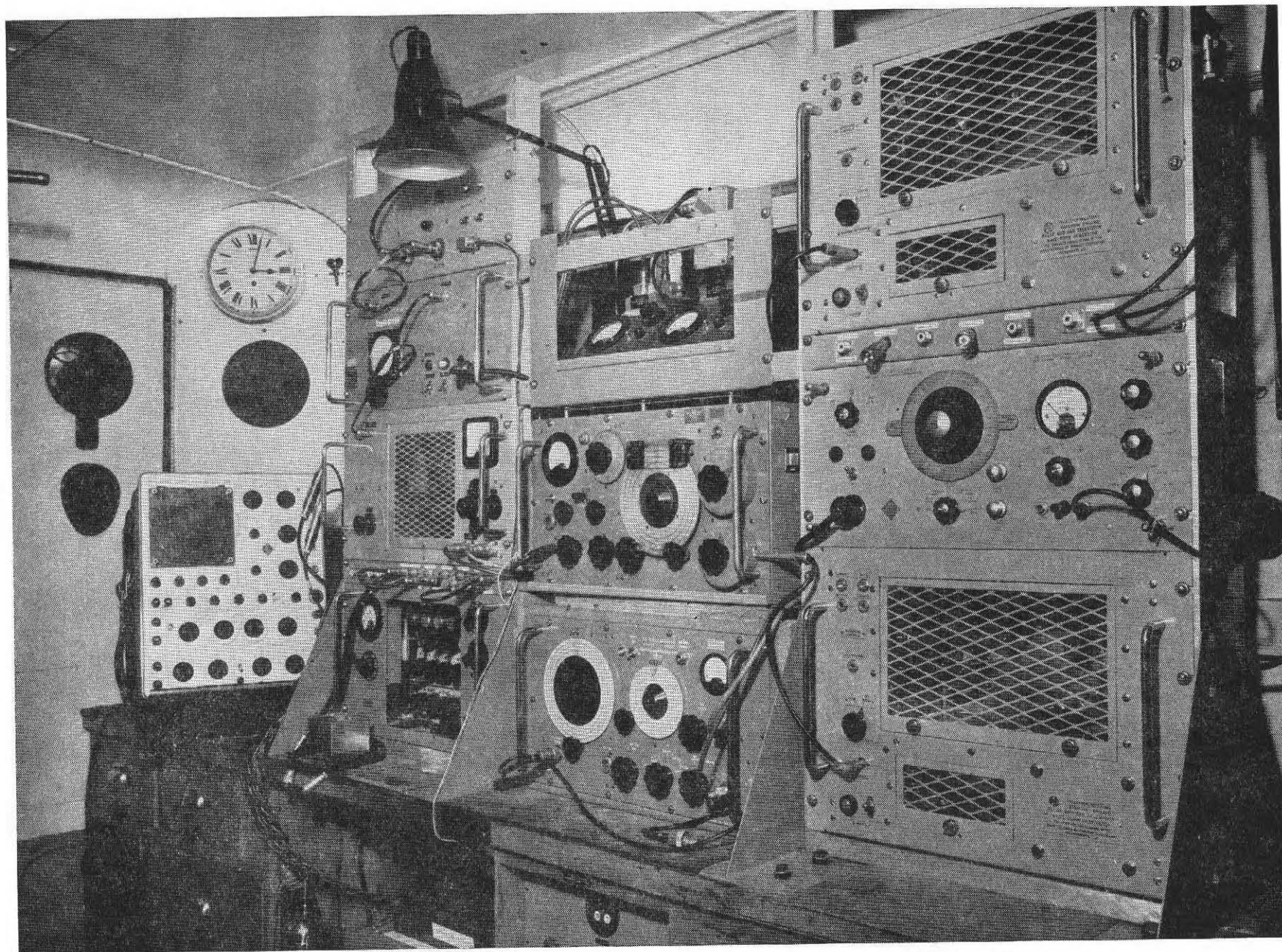


Fig. 12 — Mobile laboratory—view of receiving and test equipment as arranged for Series B tests

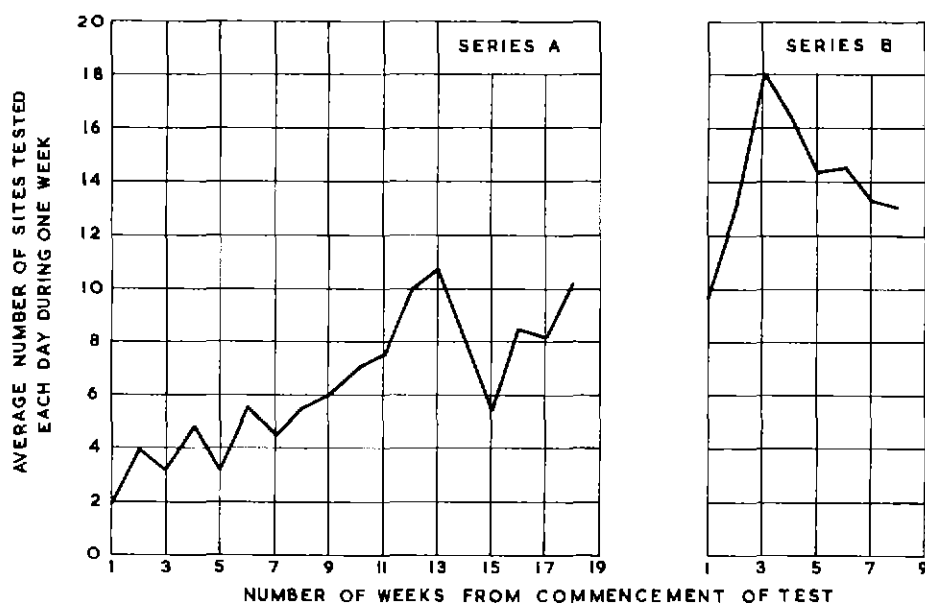


Fig. 13 — Average number of sites tested per day during each week

	Series A	Series B
Average number of sites tested per day during the last six weeks of each test	8.6	15.0

sites all requiring the same array. When not in use the one-array and four-array aerials were carried on the roof of the driver's cab (these can be seen in Fig. 1), and the two-array aerial was carried inside the vehicle.

5.3 Arrangement and Operation of the Equipment

The arrangement of the equipment for the Series A tests was designed to fit in with the existing permanent fittings installed in the vehicle. It became apparent during these tests that an improved arrangement leading to more efficient working could be obtained if the permanent structures were modified. Because the time allotted for the Series B tests was relatively short, these alterations were considered to be justified by the greater rapidity with which it was expected to be able to carry out a test.

The equipment layouts for the two series of tests are shown in Figs. 9 and 10. During the Series A tests the seat for the subjective viewers was near to the door of the working space of the mobile laboratory, and their work was interrupted when the door was opened: in the Series B tests their assessments could be carried out without disturbance. Figs. 11 and 12 show photographs of the interior arrangements for the Series B tests.

None of the equipment was designed for mobile use and it therefore had to be protected against vibration to minimize faults due to mechanical failure of components. Much of this equipment was mounted in 19-in. racks suitably installed to afford this protection, and was arranged to be accessible from one operating position: interconnection of units was facilitated by extending their input and output terminals to distribution panels. When possible,

the equipment was allowed a generous warming-up period, in order to eliminate errors due to thermal drift, and for the same reason the equipment was run continuously while tests were in progress, even when travelling between sites, the generator being maintained in operation for this purpose.

Because of the lack of space in the vehicle, it was not possible to provide easy access to the rear of all units for maintenance, but they could be readily removed from their operating positions and the interconnecting leads were long enough for them to be operated in this condition. As far as possible all maintenance was carried out at base, where there were adequate test facilities, maintenance while away from base being confined to simple fault-clearing operations.

6. The Effect of the Equipment Arrangement on the Operational Efficiency

Fig. 13 shows the average number of sites tested per day during each week of the survey. The steady increase during the Series A tests as operational experience was gained can be clearly seen: the increase during the Series B tests is also apparent and the steps taken to increase the speed therefore appear to have been justified. Comments from the subjective observers confirmed that their work was on the whole made much easier by the arrangements adopted for the Series B tests, but that the provision of two display monitors (as in the Series A tests) would have made the comparison of the two pictures easier, particularly in the presence of intermittent interference. As only one monitor

of the type used in the Series B tests was available, this arrangement was, unfortunately, not possible because it was considered more important to avoid differences which might be introduced into the display pictures by the use of two monitors having different characteristics.

Although the mobile laboratory travelled some 5,400 miles (8,600 km) during the survey, no major faults due to mechanical failure of components were encountered, and the measures taken to protect the equipment from vibration appeared to be adequate.

7. References

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